

St. Louis City Ordinance 62476

FLOOR SUBSTITUTE

BOARD BILL NO. [91] 251

INTRODUCED BY ALDERMAN THOMAS A. VILLA

An ordinance pertaining to ward boundaries for the City of St. Louis; repealing Ordinance 58599, codified as Chapter 2.12 of the Revised Code of the City of St. Louis 1980 Anno.; establishing new ward boundaries; with an emergency clause.

BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:

SECTION ONE. Ordinance No. 58599, presently codified as Chapter 2.12 of the Revised Code of the City of St. Louis 1980, Anno., is hereby repealed.

SECTION TWO. This City is divided into twenty eight wards, the boundaries of which are set forth in Exhibit A (pages 1 10) attached hereto and incorporated herein by this reference.

SECTION THREE. This being an ordinance for the preservation of the public peace, health and safety, it is hereby declared to be an emergency measure within the meaning of Sections 19 and 20 of Article IV of the Charter of the City of St. Louis and shall become effective immediately upon its passage and approval by the Mayor.

EXHIBIT A

FIRST WARD

Beginning at the intersection of the western city limits and the centerline of the Mark Twain Expressway, and proceeding along the centerlines in a generally clockwise direction southeast to Genevieve, northeast to Lilian, southeast to Emerson, northeast to West Florissant, southeast to Shreve, southwest to the Mark Twain Expressway, west to Euclid, south to the road through Penrose Park, southwest along the road through Penrose Park to Kingshighway and Penrose, south to Brown, west to Geraldine, north to Brown, west to Union, south to Natural Bridge, west to Belt, south to St. Louis Avenue, west to Clara, south to Roosevelt Place, west to Goodfellow, south to Lotus, west to the City Limits, and north to the point of beginning.

Population: 14,042

SECOND WARD

Beginning at the intersection of the Mississippi River and the centerline of the eastern prolongation of Palm, and proceeding along the centerlines in a generally clockwise direction west to the Mark Twain Expressway, north to Newhouse, west to Twentieth, north to Ferry, west to Strodtman, north to Bissell, east to Blair, west to Grand, east to the Mark Twain Expressway, northwest to West Florissant, northwest to Riverview, north to the _____ railroad tracks, west to Goodfellow, north to Switzer, east to Oxford Lane, north to Goodfellow, northeast to Veronica, east to Northcrest, north to the northern city limits, east and north and east along the city limits to the Mississippi River, and southeast to the point of beginning.

Population: 13,679

THIRD WARD

Beginning at the intersection of the centerlines of Palm and Twenty First, and proceeding along the centerlines in a generally clockwise direction west to Natural Bridge, west to Farrar, southwest to Palm, west to Glasgow, south to Sullivan, west to Grand, south to St. Louis, west to Prairie, north to Greer, west to Vandeventer, north to Fairgrounds Park, through Fairgrounds Park along the road to Prairie, north to Penrose, west to Clay, north to Rosalie, northwest to Adelaide, northeast to West Florissant, northwest to the Mark Twain Expressway, southeast to Grand, southwest to Blair, southeast to Bissell, southwest to Strodtman, southeast to Ferry, northeast to Twentieth, south to Newhouse, east to the Mark Twain Expressway, southeast to Destrehan, southwest to Twenty First, and southeast and south to the point of beginning.

Population: 13,711

FOURTH WARD

Beginning at the intersection of the centerlines of Vandeventer and Evans, and proceeding along the centerlines in a generally clockwise direction west to Marcus, north to Ashland, east to Sarah, south to Greer, east to Clay, north to Sullivan, east to Vandeventer, south to Greer, east to Prairie, south to Page, west to Vandeventer and north to the point of beginning.

Population: 13,581

FIFTH WARD

Beginning at the intersection of the centerline of the eastward prolongation of Palm and the Mississippi River and proceeding in a generally clockwise direction along the centerlines south to the eastward prolongation of Tyler, southwest along the eastward prolongation of Tyler and Tyler to the Mark Twain Expressway, southeast to Cole, west to Tucker, south to Dr. Martin Luther King, west to Elliott, north to Dayton, west to Leffingwell, north to Madison, east to Leffingwell, north to Montgomery, west to Baldwin, north to St. Louis Avenue, west to Glasgow, north to Palm, east to Farrar, east to Natural Bridge, southeast to Palm, east to Twenty First, north to Destrehan, east to the Mark Twain Expressway, south to Palm and east to the point of beginning.

Population: 13,674

SIXTH WARD

Beginning at the intersection of the centerlines of Dr. Martin Luther King and Tucker and proceeding along the centerlines in a generally clockwise direction south to Market, west to Fourteenth, south to Park, west to Dolman, south along Dolman and its southern prolongation to the eastward prolongation of Interstate 44, west along said prolongation and Interstate 44 to Jefferson, north to Lafayette, west to Nebraska, south to Magnolia, west to Grand, north to Chouteau, east to Compton, north to Laclede, west to Channing, north to Olive, east to Leffingwell, north to Dr. Martin Luther King, and east to the point of beginning.

Population: 14,746

SEVENTH WARD

Beginning at the intersection of the centerlines of the eastern prolongation of Barton and the Mississippi River, and proceeding along the centerlines in a generally clockwise direction west to Seventh, south to Victor, west to Eleventh, south to Sidney, west to Jefferson, south to Pestalozzi, west to Compton, north to Magnolia, east to Nebraska, north to Lafayette, east to Jefferson, south to Interstate 44, east along Interstate 44 and its eastern prolongation to the southern prolongation of Dolman, north along Dolman and its southern prolongation to Park, east to Fourteenth, north to Market, east to Tucker, north to Cole, east to the Mark Twain Expressway, north to Tyler, east along Tyler and its eastern prolongation to the Mississippi River, and south to the point of beginning.

Population: 14,278

EIGHTH WARD

Beginning at the intersection of the centerlines of Grand and Magnolia, and proceeding along the centerlines in a generally clockwise direction west to Kingshighway, south to Arsenal, west to Brannon, north to Southwest, northeast to Kingshighway, north to Interstate 44, east to Tower Grove, north to Blaine, east to 39th, north to Park, east to Grand, and south to the point of beginning.

Population: 14,052

NINTH WARD

Beginning at the intersection of the centerline of the eastern prolongation of Utah and the Mississippi River and proceeding along the centerlines in a generally clockwise direction west to Broadway, south to Utah, west to Ninth, south to Utah, west to Lemp, south to the alley between Cherokee and Potomac, west along the alley and its western prolongation to Jefferson, north to Cherokee, west to Compton, south to Potomac, west to Grand, north to Magnolia, east to Compton, south to Pestalozzi, east to Jefferson, north to Sidney, east to Eleventh, north to Victor, east to Seventh Street, north to Barton, east along Barton and its eastern prolongation to the Mississippi River, and south to the point of beginning.

Population: 14,314

TENTH WARD

Beginning at the intersection of the centerline of the eastern prolongation of Mount Pleasant and the Mississippi River and proceeding along the centerlines in a generally clockwise direction west to Broadway, north to California, north on California to Gasconade, west to Minnesota, north to Osage, west to Grand, north to Potomac, east to Compton, north to Cherokee, east to Jefferson, south to the western prolongation of the alley between Cherokee and Potomac, east along said prolongation and the alley to Lemp, north to Utah, east to Ninth, north to Utah, east to Broadway, north to Utah, and southeast along Utah and its eastern prolongation to the Mississippi River and south to the point of beginning.

Population: 14,490

ELEVENTH WARD

Beginning at the intersection of the southern city limits and the Mississippi River, proceeding along the centerlines generally in a clockwise direction west and north to the _____ railroad tracks, northeast to the River Des Peres, northwest to the Ozark Expressway, northeast to Koeln, west to Grand, north to Loughborough,

east to Grand Drive, north through Carondelet Park to the road immediately south of Holly Hills, west to the southern prolongation of Livingston Drive, north to Bowen, east to Arendes, north to Wilmington, east to Grand, north to Bates, east to Idaho, north to Eiler, east to Alabama, north to Delor, east to Virginia, north to Delor, east to the Ozark Expressway, north to Broadway, south to Mt. Pleasant, east along the eastern prolongation of Mt. Pleasant to the Mississippi River, and south to the point of beginning.

Population: 14,726

TWELFTH WARD

Beginning at the intersection of the _____ railroad tracks and the southern city limits, proceeding west and north along the city limits in a generally clockwise direction to the western prolongation of Loughborough, east to Hampton, north to Holly Hills, east to Carlsbad, north to Federer, east to Morganford, south to Holly Hills, east to Leona, south to Loughborough, east to Grand, south to Koeln, east to the Ozark Expressway, southwest to the River Des Peres, southeast to the _____ railroad tracks and southwest to the point of beginning.

Population: 14,713

THIRTEENTH WARD

Beginning at the intersection of the centerlines of Loughborough and Grand and proceeding along the centerlines in a generally clockwise direction west to Leona, north to Holly Hills, west to Morganford, north to Bates, west to Gravois, northeast to Morganford, southeast to Walsh, east to Ray, north to Delor, east to Grand, north to Meramec, east to California, south to Broadway, south along Broadway to the Ozark Expressway, south to Delor, west to Virginia, south to Delor, west to Alabama, south to Eiler, west to Idaho, south to Bates, west to Grand, south to Wilmington, west to Arendes, south to Bowen, west to Livingston Drive, south along Livingston and its southern prolongation to the road through Carondelet Park south of Holly Hills Boulevard, east to Grand Drive, south to Loughborough, and west to the point of beginning.

Population: 14,755

FOURTEENTH WARD

Beginning at the intersection of Chippewa and Macklind and proceeding in a generally clockwise direction along the centerlines east to Kingshighway, north to

Beck, east to Ridgewood, south to Chippewa, east to Meramec, east to Gravois, south to the _____ railroad tracks, southeast to Gustine, south to Delor, west to Ray, south to Walsh, west to Morganford, northwest to Gravois, southwest to Bates, east to Morganford, south to Federer, west to Carlsbad, south to Holly Hills, west to Kingshighway, north to Eichelberger, west to Macklind, north to the point of beginning.

Population: 14,698

FIFTEENTH WARD

Beginning at the intersection of the centerlines of Sublette and Arsenal and proceeding along the centerlines in a generally clockwise direction east to Kingshighway, north to Magnolia, east to Grand, south to Dunnica, west to Gustine, north to Chippewa, west to Holt, north to Tholozan, west to Bent, north to Utah, west to Morganford, south to Fyler, west to Kingshighway, north to Fyler, west to Sublette, and north to the point of beginning.

Population: 14,098

SIXTEENTH WARD

Beginning at the intersection of the western city limits and Interstate 44 and proceeding east along the centerlines in a generally clockwise direction to Wabash, south to Lindenwood, east to McCausland, south to Bancroft, east to Chippewa, east to Macklind, south to Eichelberger, east to Kingshighway, south to Holly Hills, west to Hampton, south to Loughborough, west along Loughborough and its western prolongation to the city limits, and west and north to the point of beginning.

Population: 14,724

SEVENTEENTH WARD

Beginning at the intersection of the centerlines of Kingshighway and Lindell, and proceeding in a generally clockwise direction east along the centerlines to Taylor, north to Maryland, east to Boyle, south to West Pine, east to Sarah, south to Laclede, east to Spring, south to Market, east to Grand, north to the Forest Park Parkway, east to Compton, south to Chouteau, west to Grand, south to Park, west to 39th, south to Blaine, west to Tower Grove, south to Interstate 44, west to Kingshighway, north to the St. Louis & San Francisco Railway tracks, west to Hampton, north to Manchester, west to Graham, north to Oakland, east to the southern prolongation of Euclid, north to Barnes Hospital Plaza, west to Kingshighway, and north to the point of beginning.

Population: 14,279

EIGHTEENTH WARD

Beginning at the intersection of the centerlines of West Pine and Sarah and proceeding along the centerlines in a generally clockwise direction west to Boyle, north to Olive, west to Washington, west to Kingshighway, north to Delmar, west to Union, north to Page, east to Marcus, north to Evans, east to Vandeventer, south to Lindell, west to Sarah, and south to the point of beginning.

Population: 13,724

NINETEENTH WARD

Beginning at the intersection of the centerlines of Spring and Market and proceeding in a generally clockwise direction north to Laclede, west to Sarah, north to Lindell, east to Vandeventer, north to Page, east to Prairie, north to St. Louis, east to Grand, north to Sullivan, east to Glasgow, south to St. Louis Avenue, east to Baldwin, south to Montgomery, east to Leffingwell, south to Madison, west to Leffingwell, south to Dayton, east to Elliott, south to Dr. Martin Luther King, west to Leffingwell, south to Olive, west to Channing, south to Laclede, east to Compton, south to the eastern prolongation of the Forest Park Parkway, west to Grand, south to Market, and west to the point of beginning.

Population: 13,688

TWENTIETH WARD

Beginning at the intersection of the centerlines of Marcus and Leduc, and proceeding in a generally clockwise direction west to Euclid, south to Cote Brillante, west to Kingshighway, south to Cote Brillante, west to Union, north to Lexington, west to Arlington, north to Natural Bridge, east to Union, north to Brown, east to Geraldine, south to Brown, east to Kingshighway, north to Penrose, northeast along the road through Penrose Park to Euclid, north to the Mark Twain Expressway, east to Shreve, northeast to West Florissant, east to the northeastern prolongation of Dryden, southwest and south to Lee, southwest to Cora, south to Margareta, west to Marcus, and south to the point of beginning.

Population: 13,623

TWENTY FIRST WARD

Beginning at the intersection of the centerlines of Vandeventer and Sullivan, and proceeding along the centerlines in a generally clockwise direction west to Clay, south to Greer, west to Sarah, north to Ashland, west to Marcus, north to Margaretta, east to Cora, north to Lee, northeast to Dryden, north and northeast along Dryden and its northeast prolongation to West Florissant, southeast to Adelaide, southwest to Rosalie, southeast to Clay, south to Penrose, east to Prairie, south to Kossuth, southwest along the road through Fairgrounds Park to the intersection of Natural Bridge and Vandeventer, and south along Vandeventer to the point of beginning.

Population: 13,691

TWENTY SECOND WARD

Beginning at the intersection of Natural Bridge and Arlington, and proceeding along the centerlines in a generally clockwise direction south to Lexington, east to Union, south to Dr. Martin Luther King, west to Belt, south to Page, northwest to Etzel, southwest to the city limits, northeast to Lotus, east to Goodfellow, north to Roosevelt Place, east to Clara, north to St. Louis, east to Belt, north to Natural Bridge, and east to the point of beginning.

Population: 13,585

TWENTY THIRD WARD

Beginning at the intersection of the western city limits and Interstate 44 and proceeding along the centerlines in a generally clockwise direction north to the Missouri Pacific Railroad tracks, northeast to Ellendale, south to Arsenal, east to the St. Louis and San Francisco Railway tracks, north to Southwest, east to Columbia, east to Clifton, south to Southwest, southeast to Hampton, south to Arsenal, east to Sublette, south to Fyler, west to Regal, south to Chippewa, west to Bancroft, west to McCausland, north to Lindenwood, west to Wabash, north to Interstate 44, southwest to the city limits, and north to the point of beginning.

Population: 14,732

TWENTY FOURTH WARD

Beginning at the intersection of the western city limits and the the Daniel Boone Expressway and proceeding along the centerlines in a generally clockwise direction northeast to Oakland, east to Graham, south to Manchester, east to Hampton, south to the St. Louis and San Francisco railroad tracks, east to Kingshighway, south to Southwest, southwest to Brannon, south to Arsenal, west to Hampton, north to

Southwest, west to Clifton, northwest to Columbia, south to Southwest, west to the St. Louis and San Francisco railroad tracks, southwest to Arsenal, west to Ellendale, north to the Missouri Pacific Railroad tracks, southwest to the city limits, and north to the point of beginning.

Population: 14,715

TWENTY FIFTH WARD

Beginning at the intersection of the centerlines of Grand and Dunnica and proceeding along the centerlines in a generally clockwise direction south to Osage, east to Minnesota, south to Gasconade, east to California, south to Meramec, west to Grand, south to Delor, west to Gustine, north to the _____ railroad tracks, northwest to Gravois, northeast to Meramec, northwest to Chippewa, west to Ridgewood, north to Beck, west to Kingshighway, south to Chippewa, west to Regal Place, north to Fyler, east to Kingshighway, south to Fyler, east to Morganford, north to Utah, east to Bent, south to Tholozan, east to Holt, south to Chippewa, east to Gustine, south to Dunnica, and east to the point of beginning.

Population: 14,615

TWENTY SIXTH WARD

Beginning at the intersection of the centerlines of the Bi State Metrolink Right of Way (formerly the Wabash Railroad tracks) and Maple and proceeding along the centerlines in a generally clockwise direction west to the city limits, northeast to Etzel, east to Page, southeast to Belt, north to Dr. Martin Luther King, east to Union, north to Cote Brillante, east to Kingshighway, north to Cote Brillante, east to Euclid, north to Leduc, east to Marcus, south to Page, west to Union, south to the private alley between Delmar and Washington Terrace, west along said alley and its westward prolongation to Clara, south to Kingsbury Place, west to DeBaliviere, south to McPherson, west to Laurel, north to Washington, west along Washington and its westward prolongation to the southern prolongation of Hamilton, north to Delmar, west to the Bi State Metrolink Right of Way (formerly the Wabash Railroad tracks), and northwest to the point of beginning.

Population: 13,669

TWENTY SEVENTH WARD

Beginning at the intersection of the centerline of Northcrest and the city limits and proceeding along the centerlines in a generally clockwise direction south to Veronica,

west to Goodfellow, southwest to Oxford Lane, south to Switzer, west to Goodfellow, south to the _____ railroad tracks, east to Riverview, south to West Florissant, southeast to Emerson, southwest to Lilian, northwest to Genevieve, southwest to the Mark Twain Expressway, west to the western city limits, and north and east along the city limits to the point of beginning.

Population: 13,977

TWENTY EIGHTH WARD

Beginning at the intersection of Maple and the western city limits and proceeding along the centerlines in a generally clockwise direction east to the Bi State Metrolink Right of Way (formerly the Wabash Railroad tracks), southeast to Delmar, east to Hamilton, south along Hamilton and its southward prolongation to the westward prolongation of Washington, east along said prolongation of Washington and Washington to Laurel, south to McPherson, east to De Baliviere, north to Kingsbury Place, east to Clara, north to the private alley between Washington Terrace and Delmar, east along said alley and its eastward prolongation to Union, north to Delmar, east to Kingshighway, south to Washington, east to Olive, southeast to Boyle, south to Maryland, west to Taylor, south to Lindell, west to Kingshighway, south to Barnes Hospital Plaza, east to Euclid, south along the southern prolongation of Euclid to Oakland, west to the Daniel Boone Expressway, southwest to the city limits, and north to the point of beginning.

Population: 14,106

Legislative History				
1ST READING	REF TO COMM	COMMITTEE	COMM SUB	COMM AMEND
11/01/91	11/01/91	LEG	12/10/91	
2ND READING	FLOOR AMEND	FLOOR SUB	PERFECTN	PASSAGE
12/13/91		12/17/91	12/17/91	12/20/91
ORDINANCE	VETOED		VETO OVR	
62476				